

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Action Item

Prepared By:
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CTC Meeting: January 23-24, 2002

Agenda Item: 2.1c.(4)

Original Signed By
ROBERT L. GARCIA
Chief Financial Officer
January 2, 2002

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION APPROVAL

At the January 23-24, 2002 California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following Traffic Congestion Relief Program application for \$4,600,000. A fact sheet describing the project is attached.

- Project #81 - \$4,600,000, Phase 4 for San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.
Applicant Agency: San Diego Unified Port District (SDUPD)
Implementing Agency: SDUPD
Advance Requested: \$4,600,000

Department and Commission staff cannot recommend approval of the Phase 4 funding for the project as currently proposed.

Pursuant to Resolution TA-01-15, approved on October 3, 2001, the Port delivered Phase 1 Report on December 14, 2001. Review of the Report indicates that the documents provided do not contain the required information.

One objection is that the project, as currently proposed, will use the entire \$5 million in TCRP funding solely on the one-year demonstration project. The one-year demonstration project is planned to proceed without consideration of long-term infrastructure, permitting, regulatory, and environmental requirements. The selected vessel will be returned to Hawaii upon expiration of a one-year lease. It is unclear how the results of this one-year demonstration can be developed into a long-term plan and leverage additional funding to support the permanent service. Moreover, the Phase 1 Report does not provide an adequate cost basis for the budget for the project.

Another concern is that the selected vessel is not a low emission ferry, as required by AB 2928.

In addition, the Port has not furnished the required permits, as required under Resolution TA-01-15.

Department and Commission staff recommend that the original conditions set forth in Resolution TA-01-15 for Phase 4 approval, be resolved before the Commission approves funding to implement the service.

TCR Program – Application Approval Request for Project # 81

San Diego San Diego Ferry; acquire low-emission high-speed ferryboat for a new off-coast service between San Diego and Oceanside in San Diego County.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$5,699	<i>TCRP Funds covered by the application:</i>	\$4,600
<i>Total TCRP Funds Available:</i>	\$5,000	<i>Phases(s) covered in application:</i>	4
<i>Lead Agency:</i>	San Diego Unified Port District (SDUPD)	<i>Implementing Agency:</i>	SDUPD

TCRP Allocation requested concurrently with application: **\$4,600** *for Phases(s):* 4
Advance requested: **\$4,600**

Project Summary: The overall project is to implement a ferry service along the San Diego County coastal corridor that will help relieve traffic congestion on Interstate 5 between Oceanside and San Diego.

The new off-coast high-speed, low-emission commuter ferry service between San Diego and Oceanside is designed to augment existing ferry service in the San Diego Bay. In addition to ferry operations, land-side infrastructure, including ticket booths, covered benches, dock improvements, and accessibility improvements will be developed as part of the project. The service would run once from Oceanside south to San Diego in the morning (approximately 46 miles) and return to Oceanside in the evening. The project will be evaluated on an on-going survey looking at such factors as average number of passengers carried per trip, number of days of total operation, the trends of when passengers use the service, and the success of marketing strategies.

Due to limited funding and the aggressive schedule put in place for this project, the Port of San Diego has determined that the best option to implement the new service is through a lease agreement with a private company.

The Port has proposed the service be initiated as a one-year demonstration project. This application programs Phase 4 funding to construct landside improvements and initiate ferry operations.

Cost and Schedule (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Studies, Environmental Review and Permits	2/1/2001	1/1/2002	\$259
2	Plans, Specifications & Estimates	10/1/2001	1/1/2002	\$200
3	Right of Way Acquisition			\$0
4	Construct Landside Improvements	2/1/2002	5/1/2002	\$800
4	Implement Ferry Service	5/1/2002	5/1/2003	\$4,440
Total:				\$5,699

Funding Plan (\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$200	\$200		\$4,600	\$14,000
		Proposed					
SD Port	Local	Committed	\$59				\$59
		Proposed					
FHWA-FBDP	Federal	Committed					
		Proposed				\$640	\$640
	Totals:	Committed	\$259	\$200		\$4,600	\$5,059
		Proposed				\$640	\$640
		Totals:	\$259	\$200		\$5,240	\$5,699

Discussion/Issues

Department and Commission staff cannot recommend approval of the Phase 4 funding for the project as currently proposed.

Pursuant to Resolution TA-01-15, approved on October 3, 2001, the Port delivered Phase 1 Report on December 14, 2001. Review of the Report indicates that the documents provided do not contain the required information.

One objection is that the project, as currently proposed, will use the entire \$5 million in TCRP funding solely on the one-year demonstration project. The one-year demonstration project is planned to proceed without consideration of long-term infrastructure, permitting, regulatory, and environmental requirements. The selected vessel will be returned to Hawaii upon expiration of a one-year lease. It is unclear how the results of this one-year demonstration can be developed into a long-term plan and leverage additional funding to support the permanent service. Moreover, the Phase 1 Report does not provide an adequate cost basis for the budget for the project.

Another concern is that the selected vessel is not a low emission ferry, as required by AB 2928.

In addition, the Port has not furnished the required permits, as required under Resolution TA-01-15.

Department and Commission staff recommend that the original conditions set forth in Resolution TA-01-15 for Phase 4 approval, be resolved before the Commission approves funding to implement the service.

Moreover, funding in the amount of \$640,000 remains to be identified. Potential sources include, but are not limited to, local or federal funds.

Should the Commission approve this application, the following resolution language is recommended, in addition to the existing conditions set forth in Resolution TA-01-15:

- The allocation of funds would be contingent upon review and approval for future consideration of funding by the CTC, of the final environmental document.
- An advance of only \$323,000 is approved to be used for progress payments for the construction of landside improvements and ferry operations.